

March 5.

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# GLOUCESTER PRE-EMINENT AS A FISH CENTRE.



PLANT AND WHARVES, AMERICAN HALIBUT CO.

which the people had to export, to pay for the import from the mother country. It may be perceived, that fish was a very important factor, and the fisheries considered of so much importance that a representation of a codfish was placed in the "Old Colony Building" as a symbol of the principal business of the people; while ever today the codfish still hangs in the new rooms of the present State House.

The case of the Virginia Colony was a different proposition, because it had tobacco, which could be used to pay for the articles imported.

In these early days, codfish was considered a legal tender for the payment of debts, or the exchange in trade, but these colonists were not allowed to trade with any foreign na-

steady employment to a large number of men and vessels. The largest and most important concern engaged in the halibut trade is the American Halibut Co. of Gloucester, at once one of the oldest and best equipped enterprises of the kind along the Atlantic coast. The American Halibut Company is a corporation which grew out of a combination of some of the leading wholesale houses of Gloucester. As a co-partnership, as it was formed in the year 1879, the firm included such prominent individuals as James A. Stetson, Thomas Hodge, William H. Oakes, Samuel G. Pool, Seth Stockbridge, William H. Gardner, David I. Robinson and George H. Oakes. William H. Oakes was president and William H. Gardner was president.

Some years ago the concern was reorganized, and was incorporated with a paid-up capital of \$50,000. The principal stockholders were William H. Jordan, president; the Cunningham & Thompson Co. George Clark & Co., James G. Tarr & Co., and John Pew & Sons, including also the former founders of the company.

The immense and modern plant (see

pared and packed in ice for shipment to all parts of the country. The second and third floors are used for storage, cooperage, fishing outfits, etc.

The American Halibut Company ships nothing but the finest grades of halibut, for which it has always paid the highest market prices. A visit to the plant of the American Halibut Co. reveals the fact that order and cleanliness scrupulously is observed in all departments of the enterprise, and the sanitary arrangements are all that could be desired. Improvements constantly are made. Even at this time the company has in contemplation the erection of a large cold storage plant. They have built an extensive sea wall, to facilitate the receipt and shipment of their product.

The company has several times reorganized in Gloucester and Boston, at the present time the American Halibut Co. and American Wharf Co. as separate corporations under the same management with same stockholders. Thomas Hodge is president of each, David Robinson, treasurer and George H. Oakes and Samuel G. Pool, managers of the American Halibut Co. and

Gloucester boy, and for a number of years has been treasurer of Essex County; he is also treasurer of the Grand Commandery of the Knights of Malta, and Supreme Prelate. Geo. H. Oakes, is a son of William H. Oakes, one of the founders of the business, and has been identified with the industry for almost half a century. For twenty years he was buyer and seller, and in 1909 was made manager of the American Halibut Co., during Mr. Poole's illness.

Samuel G. Poole, also one of the managing directors, takes an active part in the business of the American Halibut Co., has been an expert in the fish trade all his business life, and is one of the best known men in the trade in the country. He has been an important factor in the growth and development of the halibut business here.

To facilitate business in the Boston markets, the American Halibut Co. maintains a distributing branch at 126 Atlantic avenue, where a large and increasing trade is done. This former branch of the company is now incorporated under the name of Atlantic Halibut Co.

Gloucester's direct trade with New England and the west was in 1865, since which time a large business has developed.

The advent of railroads made another great change in the distribution of sea products. Boston could quickly transport to the west, which fact caused the forming of several large firms which attended to home trade as well as to the foreign.

About 1792, a bounty began to be given to the fishermen, to the extent of \$4 per ton, for the vessels engaged in cod fisheries, this amount of money being divided between the owners and the crew. It was in recognition of services in the navy, and as privateersmen, and was to encourage the fisheries as a nursery for seamen, but the bounty was discontinued in 1867.

fisheries. That England finally accepted this article was due to John Adams, a Massachusetts man. Less than a year later, in order to celebrate the diplomatic victory, a representation of a codfish was hung in the Representatives' chamber.

While the New England fishermen pursued their vocation, and were contented, Great Britain felt in an opposite frame of mind about this subject, and in 1814, demanded the relinquishment of the fisheries, to which John Quincy Adams replied that the war would be continued forever rather than surrender one iota of the fisheries. The treaty of Ghent preserved their rights from formal and absolute relinquishment, and caused the reference of all the points at issue to be settled by time.

## HUGH PARKHURST & CO.

Producers and Wholesale Dealers in Dry and Pickled Fish. Firm Member is Descendant of Oldest Fishermen of this Section.

The Hugh Parkhurst & Company are producers and wholesale dealers in dry and pickled fish and are located on Fears' wharf on Duncan street. The head of the present firm is a descendant of the oldest family of fishermen in this section, and they can point with pride to the fact that their forefathers came to this country from England early in the 17th century.

The business has undergone many changes since it was founded back in the war times by George Parkhurst, but the business remained in the family all that time. The plant is located at the head of the wharf with a 40-foot frontage. The easterly side of it is 285 feet long and the westerly side 420 feet, giving a total dockage space for 7 vessels. On the docks are four buildings including a main building 40 by 100—three story frame—the lower floor being used for the pickling and salting of fish with a modern sanitary equipment. The second floor is for the office and vessel outfitting departments and the third

ent company the management has made a specialty of Georges' codfish and mackerel, while an extensive business is done in dry and pickled fish. To produce the stock the company has six large and well equipped fishing vessels with an average tonnage of 125 tons each—net—of a total of about 750 tons. To man these ships 120 men are employed while the product is handled by 35 men at the wharf and plant.

The product is placed entirely in the local market.

Hugh Parkhurst left his paternal home in London, England, in consequence of a dispute with his father upon American politics and in company with a brother, arrived in New England in 1770. He settled in Gloucester that year and being well educated, soon found employment as a teacher of the public school in Sandy Bay. In the spring of 1779, he taught in the fourth parish and on the 17th of June fought in Capt. Rowe's company at the Battle of Bunker Hill. He married in town and left an only son, William, who died in Gloucester, January 18, 1853, aged 83, leaving sons extensively engaged in the fish business of the town.

Said Hugh Parkhurst was killed in the naval battle off Sandy Bay aboard the schooner "Yankee Hero" on the 6th day of June, 1776. His son William left

fish business on the wharf formerly occupied by Howard and Brainard Low and now occupied by D. B. Smith Branch of Gorton-Pew Fisheries Company. The store now occupied by E. McMillan as a drug store was then used as an office and outfitting department. The said Geo. Parkhurst was engaged in the fish business here until the days of the gold fever in 1849 and then he built the schooner Astoria, and fitted her and sailed for California in '49. The ship's company was made up of George Parkhurst, capt., William P. Hibbert, mate; Edward Brookings, Benjamin Maddocks, Frederick Nason, Franklin Reed, Luffin, Averil Rowe, William Martin, Peter Nichols, James McDonald of this city; Daniel Poland, Jr., John O. Burnham of Essex; Samuel L. Andrews of Rockport. Capt. George Parkhurst sold the vessel and cargo for home in a steamer and was taken sick on the trip, died, and was buried at sea. His son Hugh, was very young at this time, being less than a year old. The late Benjamin Low was appointed his guardian. Hugh Parkhurst attended school at Sandy Bay until old enough to attend and finish his education at Phillips Academy, Andover, Mass. From this time he went to work as clerk in the fish business of David Low & Company and





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# lued at \$10,000,000.

## Cunningham & Thompson Co.

Operates Largest Single Fishing Plant in New England. Immense Buildings and Wharves Gives Employment to Hundreds of Hands. Maintains Many Vessels and Buy Catch of Others. Their Celebrated High Grade Sea Foods Sold to Jobbing Trade Exclusively.

The business of fish packing in Gloucester has advanced wonderfully in the past few years and the various forms and styles in which salt codfish and other sea-foods, as put up would astonish the packers of the early days who did little more than cure the fish and ship it whole, bones and all. Today, it is put up in fine cuts, in cakes, boned, shredded and in the best and most attractive style, for retailing in small quantities, at small cost. Salt codfish and other products of the North Atlantic, as a food have been steadily growing in popularity throughout the whole country, and doubtless much of the increased popularity is due to the improvement in the manner in which the fish is prepared and put on the market.

No concern in Gloucester is due so much credit for the improvement of the codfish packing and the enhancement of the fish trade in general as the Cunningham & Thompson Com-

pany. While, as firm and corporation it is one of the oldest packing concerns in Gloucester, it is also one of the most progressive and enterprising, its products being extensively handled by the jobbing trade of the country.

The Cunningham & Thompson Company as a firm was established years ago. It was incorporated in 1911, with a capital of \$240,000. The officers are, John Cunningham, president and Frank I. Pearce, treasurer. The plant and wharves comprise many acres of ground space, the buildings being of considerable size and admirably equipped for the transaction of an immense volume of business. A feature of the plant is that the flake "yards" are on the roofs of the various buildings, removing the fish from dust and contamination, generally. The flakes have a capacity of 80,000 pounds of fish. Every precaution is taken in the various processes of preparing and packing fish. All water

used for whatever purpose, is carefully filtered. Scrupulous care is taken in the matter of cleanliness, ventilation, sanitation, etc., with the result that the Cunningham & Thompson Company fish products are known everywhere for their attractiveness and superior quality. While putting up many popular brands of their own, they also put up scores of private brands for the wholesale and jobbing trade.

In order to secure an adequate supply of fish, the company maintains a fleet of 15 large vessels, in addition to which they purchase the fish brought to this port by 40 or 50 other vessels. In addition to the 300 to 350 men on vessels, they also employ upwards of 400 hands in and about the plant and wharves.

The Cunningham & Thompson Company pack all descriptions of North Atlantic ocean fish. They sell the finished products exclusively to the jobbing trade.

States and many foreign countries. It is an enterprise with an authorized capital of \$2,000,000, requiring the services of a fleet of some 60 vessels of their own, in addition to many others, nearly a thousand people employed in the various plants, and from 40 to 50 brokers throughout the country. Also a large force of salesmen sell their product.

The Gorton-Pew Fisheries Co. was incorporated seven years ago, combining four of the leading fishing industries of New England, including a branch of the Slade-Gorton Co. at East Boston, and others in Gloucester. The present officers of the corporation are, John J. Pew, president; David B. Smith, vice-president; Nathaniel L. Gorton, treasurer; Charles H. Gamage, secretary; Thomas J. Carroll, general manager; William T. Gamage, assistant manager and Benjamin A. Smith, manager of shipping and vessels. The general offices of the company are in Gloucester.

In addition to the Gloucester and East Boston plants, another large one is operated at Wood Island, Bay of Island, Newfoundland. This latter is a complete producing and outfitting plant, operated on a large scale. The company also maintains a branch at 354 Greenwich street, New York City. In addition there are other smaller plants at various points on the Atlantic coast.

At the East Boston plant they make a specialty of packing fresh cod and haddock under the "Oso Good" brand. This product is put up under the best of conditions, is hermetically sealed and warranted to keep in any climate. At this plant is also cured large quantities of Pinnan Haddie.

In Gloucester the company produces a variety of sea foods, making a leading specialty, however, of the celebrated Gorton Cod Fish Specialties, famed throughout the country for their superior qualities.

It would take columns to describe the various processes, etc., that the company have for producing their splendid sea foods. They produce many brands which they market themselves, in addition to which they prepare scores of private brands for the wholesale and jobbing trade of the country. The various plants are among the best equipped of the kind anywhere, and the products are handled and prepared under the most ideal factory conditions. Order and cleanliness scrupulously are observed in every process of preparing the goods for market.

In addition to their popular cod fish specialties, they smoke and cure immense quantities of herring, halibut and other North Atlantic fish.

During the year the Gorton-Pew Fisheries Company has an output of nearly 35,000,000 pounds of fish of all

kinds, representing a value of about \$3,000,000. To bring this immense quantity of sea food to the consumers requires that the great fleet of vessels of the company cover the entire North Atlantic, from Cape Hatteras to Iceland. Each vessel has a crew of about 20 men. To outfit and equip the many vessels the company maintains a large establishment where they can be completely outfitted with every thing, for long or short voyages.

It is also well to mention that the Gorton-Pew Fisheries Co. are importers and wholesale dealers in salt. They bring large quantities of this necessary product from the best sources of the Mediterranean district, and here distributed in large or small quantities to the fisheries trade of the



The codfish was used in all sorts of crests and seals, and also was engraved upon certain stamps, thereby identifying the homely emblem with the greatness of the state.

#### Methods of Catching Fish.

The original method of fishing for codfish by hook and line has, to a great extent, been changed to catching with what is called a trawl, which is used for fish that swim near the bottom of the ocean, such as cod, haddock, hake, halibut and cusk. These trawls are composed of long lines about 10,800 feet in length, and 3-8 of an inch in diameter, from which are suspended at regular intervals, very short, smaller lines, to which hooks are attached. The main line is firmly kept nearly to the bottom of the ocean, by an anchor, while at the same time, another long, heavier line is attached and reaches the surface of the water where it is connected with a buoy. To this is attached a pole, bearing a flag, which shows the fishermen the location of the trawl. When the fishermen are ready to catch the fish, by means of this trawl, they row out from the vessels in dories. In each dory are two men, and they are equipped with one of these trawls; this collection of lines and rope is thrown into the sea, in a regular manner, and each end firmly anchored. Each vessel carries from 8 to 10 dories, about 15 feet long. Returning with their catches the fish are split, salted and packed in the "hold" of the vessel.

For the fish that swim near the surface of the water, a purse seine is employed, the mackerel purse seine

#### Cod Fishing.

The Georges handline is about one hundred and twenty-five fathoms in length, and attached to sinkers which weigh nine pounds. When the men engage in "Dory Handlining" the men go out singly in dories to fish with handlines, as may be guessed from the term. Another method of fishing is with straight nets, which have glass globes or corks to keep the top afloat, and the weights too keep the foot below the surface; these are set in a straight line and the fish become entangled within the meshes of the net.

The small schooners, which follow this method, use about 125 nets eighty yards long and 75 meshes deep. Small boats also catch cod near the shore in this way.

#### Sword Fishing.

Swordfish which weigh from one hundred to seven hundred pounds are caught by means of a harpoon or "Jelly iron." When the fish are swimming through the water a fin projects enough to be seen by the fishermen who are watching for it. As soon as a fish is discovered the vessels sail near to it; one man pierces the fish with a harpoon and another tosses overboard a barrel, around which is wound a strong line, which is attached to the iron. The handle of the pole is slipped out of the iron; the sword fish darts away with only the harpoon in its body. While its progress can be traced by the barrel which floats on the surface of the water.

In following any of these methods of fishing, the men learn to face and

fish are caught far out to sea than near the land.

#### Halibut.

At one time halibut was so plentiful on the United States fishing grounds, along the shore, that they were a bother to the fishermen. During the "forties" a company was formed by the fishing firms to buy and ship this kind of fish, a stated price being paid for the fish at different dates. So large was the quantity brought into port, that the company had to disband, while a number of vessels were obliged to take their cargoes outside the point of the Cape to throw them into the ocean.

About this same time the experiment was tried of smoking halibut, which proved successful, although the market was limited, because it was something new. This market has since developed to a great extent.

Any one who cares for exciting literature may find it in the accounts of the experiences of these brave men, who day after day, face death to wrestle with him in order to procure the means to provide daily bread. Heroic deeds are performed over and over again; in no walk of life is there such a large proportion of loss of life. According to the "Insurance Age," the work of railroad trainmen is not the most dangerous occupation. It seems that the highest percentage of fatality is found among the fishermen of Gloucester, Massachusetts, where it is nearly twelve per cent. of the total number employed. For the decade ending in 1907, the mortality percentage among railway men was about eight per cent. The navy is fed by the men who are fitted for service by the harsh training received on these fishing grounds, and the flower of our navy has been secured from the fishermen of Old Cape Ann.

Many of the captains have a feeling of rivalry which forces them into frequently taking great risks both in obtaining a catch and also into being the first to get the catch into market. Only the skill of the captain who knows how to handle his vessel and just how much sail she can carry, enables the little craft to reach the home ports, or banks, extending from Cape Cod to the northern waters of Newfoundland; one of the principal places for codfishing is St. George Bank, situated 120 miles southeast of Cape Ann. This has always been an important resort, furnishing the highest grade of fish known to the trade. There are other fishing grounds where a large quantity of hake, cusk and haddock are found.

Halibut are caught mostly on the banks of Newfoundland, or in Greenland or Iceland waters. Between the 50's and 60's the greatest number of vessels were employed; then several thousand were engaged in the cod and mackerel fisheries.

Since the purse-seines came into use, and the mackerel fishery has been destroyed, the great fleet has gone. Some of the towns which were engaged in the fishing industry have gone into other kinds of business; many have become summer resorts, while in some other places nothing now remains but old tumble-down wharves from which the warehouses have long disappeared. Many of those harbors are merely visited now in summer by yachts for shelter; nothing remains of that one great fishing industry which used to be carried on in such places.

It is hoped that the day may soon arrive when the fishing industry may not be neglected out from that of all others many privations of commercial rig; conforming cheerfully to all just laws, the fishermen may reasonably claim equality, justice, and such protection as the importance of their business calls for especially since its manner of living subjects them to fearful hardships, sufferings and dangers.

#### Style of Vessels.

Great changes have been made in the style of boats used for fishing. Up to 1810, the boats were small and of no planned strength. The old "Gud Bankers" were built from a clum model, blunt fore and aft. In 1713 the first New England designer built a vessel embodying the idea of a schooner. Such a novel departure from the accepted forms of sail plan, attracted much attention. The schooner rang into immediate popularity at home and abroad, continuing to be only type in use for the fisheries. The process of evolution attracted, is now manufactured into

ing the past twenty years improved designs have been adopted, with the idea in view of giving more depth, sharper entrance, and overhanging stern with greater stability. These, built as strongly as wood and iron can make them, the admiration of all, carry the name and fame of Gloucester to every North Atlantic Harbor as the foremost fishing port of the New World.

#### How Money is Divided Among Fishermen.

The special feature of note in the fisheries is the co-operative plan of dividing the financial proceeds. Variations of the principle known as the "quarters" and "fifths" are sometimes agreed upon, but the halves is the system of settlement in vogue. Under this arrangement the interests of all are identical. During the 288 years in which the business has been conducted, there never has been any concerted labor troubles, the government aboard the vessels is democratic; the master or captain having only a slight authority necessary for the proper management of the voyage.

Upon the arrival home of a codfisherman with his cargo the fish are weighed, then placed in vats of water, where they are washed and scrubbed, after which they are put into large clean vats, and pickle made from new salt is poured over them; here they remain for two weeks or longer, after which they are taken out and spread upon the "flakes" to dry in the sun.

#### Methods of Preparing.

When dry the fish are taken into the "factory," where they are taken singly by the "skinners" and the skins and large bones removed, and then the fish are trimmed and the rest of the bones removed. They are then cut into various lengths to fit the different sized boxes in which they are put, or are cut, weighed, and pressed into tablets.

The small pieces and trimmings are ground into a fibrous, or rather shredded mass, sifted, and packed into small cartons, which retail at 10 cents per package. There is another grade made from scraps, containing more or less small bones, which is sold at 5 cents per package, but it can be seen that this grade should not be a popular article. The better grades are packed by Sylvanus Smith & Co., and under the following brands:

"Educator" brand, which is the best article that can be purchased by them or any one else, and it is the highest quality packed in the United States; then there are other brands, such as "Smith's Famous," "Fleur-de-Lis," "Narcissus," "Invader," all genuine Codfish. Hake, Haddock, Cusk and Pollock are packed under other brands, but since the pure food laws went into effect, they are not branded "Cod."

At the present time, the fish are practically all put up in boneless packages, this department employing a large number of men, boys and girls.

The firms are trying each year to follow cleanliness in each department and succeed in sending out attractive packages. At the beginning of the industry, the fish were packed in boxes or bundles, to be shipped whole, that is split and salted. At the present time few are shipped in this manner.

Probably the first date of skinning and cutting fish for market was in 1772. This was done in a small way by packing them in small boxes obtained from the grocery stores.

The greater quantity, after the removal of the skin and bones, is packed in bricks and tablets, weighing one pound each, while some are packed in small wooden boxes.

The by-products of the fisheries, such as oil, hake sounds, fish skins, etc., have been also utilized; fish oil was used by the tanners of leather and sometimes for illuminating purposes. Hake sounds were in use in 1822; after experiments a patent was granted and hake sounds were employed by brewers for settling beer; as well as for sizing. This branch has grown to large proportions, the stock being imported from Norway, and even India besides from many other countries. When the skinning of fish became a business there was much residue. At first it was given away to be used for a fertilizer. This refuse, after the glue has been extracted, is now manufactured into

## 1,000 Pounds of Fish Annually Produced Through Gloucester Business Concerns.

### CH FOR YEAR 1912.

	Pounds.
.....	23,746,329
.....	13,059,598
.....	2,175,446
.....	11,378,815
.....	4,682,400
.....	34,047
.....	963,931
.....	492,571
.....	68,529,257
	Barrels.
.....	834
.....	7,166
.....	7,753
.....	24,223
	Quintals.
.....	25,337

#### Herring.

being a large net, made of light tarred twine, which has cork floats, to prevent a part of it from sinking, and weights, to keep the other portion deep in the water. A rope passes through many iron rings, which is used to draw up the seine, like a bag. Mackerel, pollock, porgies, herring, shad and many other kinds of fish are caught in this way.

The ordinary mackerel seine is about 250 fathoms long and 28 fathoms deep (a fathom is six feet), with meshes from two to three inches square. A large boat containing 13 men, rows out from the vessel, when a school of mackerel is seen; nine of the men row, one steers, and three have charge of handling the seine, while two men follow along in a dory. When they reach the school of fish, one end of the seine is thrown over the side of the seine-boat into the water, and this end is taken charge of by the men in the dory; the men in the seine-boat now row in a circle around the fish and the ends are pulled together, the rope is then pulled in at the bottom to make a bag, which should then be full of fish.

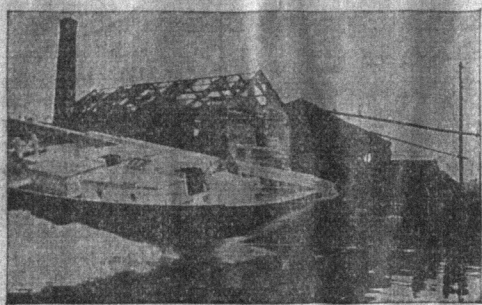
fear no danger. From such a school and training the early privateer, and later, the navy, have in times of need, found the material that always led to success. The fishermen are away from their homes weeks and months; frequently they sail in thick fog; many times the men in the dory cannot find the safer vessel, but row helplessly in various directions, while they suffer from thirst, hunger and cruel cold; only at last to meet a death which is made doubly hard by the absence of wife and loving relatives, whose care is so potent when life is drawing to a close.

In the early history of the fishing industry of New England the business was carried on in small boats that could safely fish near the shore, because they could then find all the fish they needed, without venturing far out upon the distant waters. Up to 1870 mackerel were caught near land by hook and line; since then by means of the purse-seine. The greater part of them have been secured on the high seas or more than three miles from the shore. Mackerel is a migratory fish, which may be found one year in one



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119  
March 5.

## READY FOR TRIP AROUND HORN



SCH. BAY STATE,  
Launched at Lantz' Yard, Vincent Cove, This Port.

### Schs. Bay State and Knickerbocker Will Sail in a Few Days.

### Capt. Norman A. Ross Will Go in Command of Former Craft.

Within a few days, the schs. Knickerbocker and Bay State will leave this port for Seattle, Washington, where they are to engage in the Pacific coast halibut fishery. Capt. Norman Ross will take the Bay State around the Horn, while Capt. Robert Lathigee who commanded the Boston sch. Athena to the west coast two years ago, will sail the Knickerbocker.

The Bay State and Knickerbocker are sister ships, the former having been built at Lantz's yard, Vincent Cove, this city and the latter at Story's yards, Essex. Both crafts have auxiliary oil engines and the long trip will furnish an abundant opportunity to test the value of this kind of an auxiliary power which it is claimed can be operated with much greater economy than gasoline.

The enterprising firm of E. L. Rowe & Son, incorporated, has the contract for fitting these crafts for sea and everything is nearly ready for the long cruise.

#### New System of Ballasting.

The system of ballasting which the firm has installed is attracting much attention among vessel owners and others. The vessel is cemented with boiler punchings to the top of the keelson and above this is iron ballast, so arranged, to make water channels to the pumps. Above this has been placed layers of hydrolene and crushed stone, all of which is capped with layers of hydrolene. Eight large tanks, capable of carrying 5000 gallons of oil have been installed, resting on the bed of hydrolene, around which hydrolene and crushed stone have been laid forming a solid and substantial casing and making the tanks stationary. A distinct advantage is gained by this method for should the tanks commence to leak, the oil cannot escape, on account of heavy composition around the outside. Over the flooring and ice houses and forward and aft, the seams and cracks have been made tight by the use of hydrolene, while below, water channels have been made in the cement to allow water to run off from the pumps.

All the tanks below are connected by one pipe from the deck, the oil being pumped by means of compressed air, with a hand pump for use in cases of emergency.

The sails, etc., are being made by the firm, so that practically the entire equipment is the product of Gloucester workmanship and a credit to the Rowe firm and builders.

#### Knickerbocker Had Official Trial.

Last Thursday, the Knickerbocker had her official trial trip in command of Capt. Lathigee. The engine room

force consisted of engineers Kempton and Waterbury, assisted by Arringdale, Fredericks and Grenier. The New England Fish Company, owners of the vessels were represented by Messrs. Goodspeed and Shaw, with their engineer, Mr. Cole. Also on board were Mr. Wolcott Remington, of the Blanchard Machine Company, Cambridge, the designer of the engines; Mr. Plumb, the architect of the craft, Thomas F. McManus, designer of hundreds of New England fishing schooners. Others present were Mr. Arthur E. Rowe of the firm of E. L. Rowe & Son, the outfitter of the vessel and Mr. Clark.

The fuel used was 28 degrees Baume fuel oil of about 19,400 B. T. U. per pound. The full speed ahead bell was given opposite the Gloucester Gas Light Company's at 11.00 a. m. sharp. Eastern Point was passed at 11.10 and Norman's Woe buoy at 11.17. Half Way Rock, an even six nautical miles from Norman's Woe, was made in 38 minutes, 10 seconds later, giving a speed of 9.48 knots. Passing through Broad Sound, entering Boston outer harbor via the South Channel, the Knickerbocker barely missed hitting a small schooner on account of cross signals. Later, opposite Governor's Island they nearly ran into the stern of a scow, being towed. The reason for both of these misjudgments as to distance was undoubtedly due to the helmsman not appreciating the speed of the boat.

Coming into Boston Harbor the schooner was aided by the tide to such an extent that T wharf was passed at 1.45 p. m., the time elapsed being 2 hours, 45 minutes, which was reported by Captain Lathigee to be 32 nautical miles, giving an average speed for the distance of 11.6 knots. The Knickerbocker then steamed by the wharf receiving the salutes of all the steam crafts in the neighborhood, turned completely around to starboard and made a landing at the wharf, leaving most of the passengers. Messrs. Goodspeed, Remington, Rowe and Plumb, remained on board for the return trip, which started at 2.12 p. m. after a turn with the sun.

As soon as the Knickerbocker passed out of Broad Sound she ran into a northeaster which slowed the vessel down but the wharf at this port was made without difficulty at 5.30 p. m., an elapsed time of 3 hours 18 minutes for the return trip. Considering the weather, which was rainy and windy throughout, growing more severe on the last half of the return trip, the trial trip was highly successful from every point of view.

The Knickerbocker and Bay State, as has been stated before in these columns, are equipped with two 100 horse power Blanchard marine oil engines. They are of a modified knock-

about type, 126 feet over all, 102 feet on water line, 24 1/2 feet beam, with a mean draft of 10 feet. The displacement of the vessels are 155 tons and the fuel oil burned costs about 53-4 cents a gallon. It will thus be seen that there is a big saving in the use of oil for fuel in place of gasoline which now sells in the neighborhood of 20 cents per gallon.

a  
In some cases hooks and lines are still used. In this case, each man is assigned a certain place by the rail and fishes from the deck. Two hooks are fitted and also a sinker to each line.

b  
section of the fishing grounds and the next year in an entirely different place. No one can explain the habits of these fish, where they come from in the spring, where they go late in the fall, and where they pass to winter. More

c  
it has been developed into the staunch and true craft of today.

In the early part of the nineteenth century, came the sharp sterned pinky, a great improvement on the past models, and a reliable sea-boat. Dur-

d  
a fertilizer, for which purpose several factories have been built, among which is the Russia Cement Co. who have several large branches and employ many hands.

SYLVANUS SMITH.



**Fishery Was Successful.**  
Complete returns of the successful herring fishing at Yarmouth, England, are now available. They leave no doubt, says the Fish Trades Gazette, as to the season being the best in the history of the port—or any other port for that matter—not only as to quantity landed, but for money value as well. The catch for the season was the enormous one of 683,574 crans, or 160,615 crans better than for 1911, when the catch was 522,959 crans, the previous record for the port. The number of barrels pickled for export was 620,500, which, when making the liberal allowance of 30 per cent. of outcome in the cran over the barrel, shows that no less than 434,000 crans of the total catch were swallowed up in this branch of the business alone, leaving in round figures 250,000 crans for the Mediterranean trade.

**Cape Skipper to Have Pacific Craft.**  
Captain Angus Matheson is to command the three-masted schooner Charles R. Wilson of Seattle in the Pacific salt codfishery the coming season, and will leave Provincetown for the West, March 8.

Mar. 5.

# SCH. MONITOR STRUCK A REEF

Sch. Monitor of this port, bound from St. Pierre to Rose Blanche to load a cargo of green fish for this port, went ashore at Long Island, Hermitage Bay, recently, where the craft sought harbor during a heavy blizzard. Capt. Evans put into Patrick's Harbor, a small cove in the back of Long Island, about 10 miles from Gaultois. The vessel then got frozen in and a channel had to be cut for her, but in leaving the harbor two days later she went ashore on a reef. The vessels' bottom was damaged, but she managed to reach Gaultois where temporary repairs were made. She has since been towed back to St. Pierre and put on the ways.

# FISH CHEAP AT FULTON MARKET

There was plenty of cheap fish to be had in the market during the latter part of last week, still owing to the rain on Thursday buyers did not take advantage of the attractive prices to such an extent as they would have done had weather conditions been otherwise, the Fishing Gazette reports. Business was brisk during the early part of the week when prices were comparatively high. The steam trawler Herbine did not put in an appearance during the week. The smack General Grant, after making a haul of 1700 codfish, ran ashore in the fog and sank. The smack Joan Leonard reached the vessel in time to take off the codfish and bring them to the market. Haddock brought 4 cents per pound from Saturday until Wednesday. There was none on sale Thursday or Friday. About three and a half carloads of western white halibut were received and the price was 12 to 14 cents per pound. Steak haddock sold at 4 to 5 cents. Steak pollock brought 4 to 5 cents during the week. Stead codfish sold on Thursday and Friday at 5 cents per pound. Earlier in the week 7 cents was the quotation. Market cod was quoted at 3 1-2 cents during the entire week. Arrivals at the market between Washington's Birthday and Friday, February 28, were: John Feeney, 2800 codfish. Angler, 1400 codfish. Catch of the General Grant, landed by the smack John Leonard, 1700 codfish. Theodore Fletcher, 800 codfish. Pittsburg, 1700 codfish. T. P. Jones, 400 codfish. Atlantic, 700 codfish. George E. Hagen, 1400 codfish. Earl and Nettie, 2000 codfish. Gracie, 2000 codfish.

# GOT HIS FARE IN TWO SETS

**Capt. Dunsky Brings Sch. Teazer With a Nice Fare of Halibut.**

Just a dozen arrivals were on hand at T wharf, Boston, this morning to supply the day's trade, including three off shores which will benefit by the prices which are being paid. Sch. Lucania, Capt. Martin L. Welch has 54,000 pounds of fresh fish, mostly haddock, besides 1000 pounds of halibut. The other off shores are: schs. Robert and Arthur, 27,000 pounds and Elks, 53,000 pounds. Sch. Teazer, Capt. Peter Dunsky, arrived yesterday with 18,000 weight of halibut, 9000 pounds of fresh fish and 2000 pounds salt cod. Capt. Dunsky secured his fine trip in two sets and disposed of his entire trip with the exception of about 2000 weight of salt cod in Boston. Haddock sold at \$3.25 to \$5.75 a hundred pounds, large cod \$5 to \$5.50, market cod, \$3 to \$4, hake \$4 to \$7, pollock \$5 and a few hundred pounds of halibut at 15 cents a pound right through.

**Boston Arrivals.**  
The fares and prices in detail are: Sch. Teazer, 2000 cod, 4000 hake, 3000 cusk, 2000 salt cod, 18,000 halibut. Sch. Lucania, 50,000 haddock, 4000 cod, 1000 halibut. Sch. Robert and Arthur, 27,000 haddock, 5000 cod. Sch. Flavilla, 4500 haddock, 5000 cod. Sch. Elva L. Spurling, 4200 haddock, 700 cod, 3000 hake. Sch. Mettacommet, 3000 haddock, 800 cod. Sch. Eva and Mildred, 3000 haddock, 500 cod. Sch. Elizabeth W. Nunan, 5000 haddock, 600 cod. Sch. Genesta, 4000 haddock, 200 cod. Str. Isabel, 4000 cod. Sch. Rita A. Viator, 700 haddock, 1300 cod. Sch. Stranger, 4500 haddock, 800 cod. Sch. Elk, 46,000 haddock, 7500 cod, 900 halibut. Haddock, \$3.25 to \$5.75 per cwt.; large cod, \$5 to \$5.50 per cwt.; market cod, \$3 to \$4; hake, \$4 to \$7; pollock, \$5.

# LITTLE FISHES IN THE BROOK

Deputy Fish and Game Warden Carl E. Grant liberated 20,000 trout fry brought from the Sandwich hatchery, in Alewife Brook, yesterday, which the anglers' fraternity of the city will be pleased to learn. It will take about two years however, before the fish develop any size at all, when there should be some good sport for the brook trout fishers. Mr. Grant has also stocked Gravel Brook at Manchester and Bull Brook at Ipswich with a similar number of trout fry.

**TODAY'S FISH MARKET.**  
**Salt Fish.**  
Handline Georges codfish, large, \$5.25 per cwt.; medium, \$4.75, snappers, \$3.25. Eastern deck handline codfish, large, \$5.25; medium, \$4.50. Eastern halibut codfish, large \$4.50; mediums, \$3.75. snappers, \$3. Georges halibut codfish, large, \$4.50; mediums, \$4. Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25. Pollock, \$1.50. Hake, \$1.50. Haddock, \$1.50. Newfoundland salt herring, \$3.25 per bbl. Newfoundland pickled herring, \$5 per bbl.  
**Fresh Fish.**  
Haddock, \$1.10 per cwt. Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c. Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c. All codfish not gilled 10c per 100 pounds less than the above. Hake, \$1.15.

Cusk, large, \$1.30; mediums, \$1; snappers, 50c. Dressed pollock, 80c; round, 90c. Bank halibut, 15c per lb. for white and 11c for gray. Newfoundland frozen herring, \$2.75 per cwt.

Mar. 5.

# THE HADDOCK STRIKE IN-SHORE

**And Some of the Gill Netters Made Some Good Hauls Yesterday.**

Haddock have struck in the shore and several of the gill netters yesterday secured some good trips. The fares averaged about three-fourths haddock, with the remainder pollock and cod. The fish ran good size right through and were shipped to Boston for the morning's market, where good prices are being paid. The other arrival was sch. Teazer from Boston with 2000 pounds of salt cod.

**Today's Arrivals and Receipts.**  
The arrivals and receipts in detail are:  
Sch. Teazer, via Boston, 2000 lbs. salt cod.  
Str. Ibsen, gill netting, 2500 lbs. fresh fish.  
Str. Hugo, gill netting, 400 lbs. fresh fish.  
Str. Lydia, gill netting, 2000 lbs. fresh fish.  
Str. Eagle, gill netting, 300 lbs. fresh fish.  
Str. Naomi Bruce, gill netting, 1000 lbs. fresh fish.  
Str. Water Witch, gill netting, 1200 lbs. fresh fish.  
Str. Rough Rider, gill netting, 2000 lbs. fresh fish.  
Str. Margaret D., gill netting, 1500 lbs. fresh fish.  
Str. F. S. Willard, gill netting, 1800 lbs. fresh fish.  
Str. Prince Olaf, gill netting, 800 lbs. fresh fish.  
Str. Nomad, gill netting, 2000 lbs. fresh fish.  
Str. Enterprise, gill netting, 1000 lbs. fresh fish.  
Str. Nora B. Robinson, gill netting, 800 lbs. fresh fish.  
Str. Venture, gill netting, 2000 lbs. fresh fish.  
Str. Philamena, gill netting, 1500 lbs. fresh fish.  
Str. Hope, gill netting, 500 lbs. fresh fish.  
Str. Carrie and Mildred, gill netting, 1700 lbs. fresh fish.  
Str. Sunflower, gill netting, 1500 lbs. fresh fish.  
Str. Anna T., gill netting, 500 lbs. fresh fish.  
Str. Evelyn H., gill netting, 1000 lbs. fresh fish.  
Str. Ethel, gill netting, 1200 lbs. fresh fish.  
Str. George E. Fisher, gill netting, 1500 lbs. fresh fish.  
Str. Swan, gill netting, 1000 lbs. fresh fish.  
Str. Gelsa, gill netting, 1000 lbs. fresh fish.  
Str. Dolphin, gill netting, 2800 lbs. fresh fish.  
Str. Harold gill netting 500 lbs. fresh fish.  
Str. Mystery, gill netting, 600 lbs. fresh fish.  
Str. Medomak, gill netting, 2000 lbs. fresh fish.  
Str. R. J. Kellick, gill netting, 3500 lbs. fresh fish.  
Str. Joanna, gill netting, 1800 lbs. fresh fish.  
Str. Lorena, gill netting, 500 lbs. fresh fish.  
Str. Sawyer, gill netting, 1500 lbs. fresh fish.  
Str. Robert and Edwin, gill netting 600 lbs. fresh fish.  
Str. Mary F. Ruth, gill netting, 1500 lbs. fresh fish.  
Sch. Little Fannie, gill netting, 3000 lbs. fresh fish.  
Str. Seven Brothers, gill netting, 2500 lbs. fresh fish.

**Good Stook.**  
Sch. Frances S. Grueby, Capt. Enos Nickerson, on her last haddocking trip which occupied but one week, made the fine stock of \$2140, from which her crew shared \$62 clear to a man.

**Fishing Fleet Movements.**  
Sch. Gladys and Nellie arrived at Liverpool, N. S., Friday and cleared for fishing.

**Proposed Maine Fish Laws**  
The Committee on Fisheries of the Maine legislature will give a public hearing Thursday, March 6, at 2 p. m. at the State house in Augusta, on: An act for the better protection of the herring in Penobscot Bay; an act for the protection of the herring of St. Croix river and Passamaquoddy Bay; an act to regulate the size of smoked herring boxes; an act extending the close time on sardines, packing; an act to abolish the office of Commissioner of Sea and Shore Fisheries; an act relating to the shipping of lobsters; an act to protect cod and other groundfish in the waters on the coast of Maine.

**Cut Ice at Canso.**  
It is reported from Canso that about the end of January the extremely mild weather conditions were beginning to cause anxiety as to the ice crop. Frosty nights during the past week or so have helped out matters considerably and the Maritime Fish Corporation are now storing good ice, measuring from 2 to 12 inches in thickness. Matthews & Scott are filling their four ice houses, preparatory to supplying American fishermen, etc.

Mar. 6

# STEAM TRAWLERS SAVE THE DAY

**Three of Them Have Bulk of Fish Receipts at T Wharf.**

Three steam trawlers contributed materially to the fresh fish receipts at T wharf this morning which with one sailing craft were the only off shores in this morning. The steamers in are the Crest, 41,000 pounds; Surf 46,000 pounds; Swell, 39,000 pounds. Sch. Alice M. Guthrie has 42,000 pounds of fresh fish and 900 weight of halibut. While four of the shore fleet have 65,000 pounds. Yesterday afternoon, sch. Terra Nova arrived with 51,000 pounds of fresh fish and 700 weight of halibut and sch. Mary C. Santos, 19,600 pounds. Haddock sold at \$3.25 to \$4.50 a hundred pounds, large cod, \$4; market cod \$2 to \$4; hake \$4 to \$6; pollock \$4 to \$5; and halibut 12 cents a pound right through.

**Boston Arrivals.**  
The arrivals and receipts in detail are:  
Sch. Mary C. Santos, 19,000 haddock, 600 cod.  
Sch. Terra Nova, 35,000 haddock, 6000 cod, 10,000 cusk, 700 halibut.  
Str. Crest, 34,000 haddock, 3000 cod, 4000 cusk.  
Str. Surf, 43,000 haddock, 3500 cod.  
Str. Swell, 36,000 haddock, 3000 cod.  
Sch. Alice M. Guthrie, 35,000 haddock, 7000 cod, 900 halibut.  
Sch. Matchless, 23,000 haddock, 1500 cod.  
Sch. Josephine DeCosta, 6500 haddock, 1000 cod, 1000 hake.  
Sch. Emily Sears, 1500 haddock, 9500 cod.  
Sch. Matthew S. Greer, 12,000 haddock, 800 cod.  
Haddock, \$3.25 to \$4.50 per cwt.; large cod, \$4 per cwt.; market cod, \$2 to \$4; hake, \$4 to \$6; pollock, \$4 to \$5; halibut, 12 cents for white and gray.